



MEMBERS of the LEC elected by constituents for the 1955 term are (seated, left to right) Guillermo Giel, President Jacobo Erasmus, Dominico Flemming and G. E. S. Straughn, and (standing) Vice-President F. H. Ritveld, S. E. Howard, E. D. Tromp and Secretary Max Croes.

Council, Management Review '54 At Meeting

Erasmus, Ritveld, Croes Re-elected; Council's Accomplishments Praised

Jacobo Erasmus, Guillermo Giel, and F. H. Ritveld took their seats as re-elected members at the first 1955 meeting of the Lago Employee Council Jan. 3 following the December elections. E. D. Tromp entered as a newly-elected member, B. K. Chand retired from the Council and members continuing in office for another year are G. E. S. Straughn, S. E. Howard, Max Croes, and Dominico Flemming. Officers of the last council were re-elected to their positions with Mr. Erasmus president, Mr. Ritveld vice-president and Mr. Croes secretary.

Taking stock of the Council's position, Mr. Erasmus reviewed with pleasure the extensive list of the group's accomplishments in 1954. The LEC as a representative body, he said, feels satisfied with the manner in which management viewed the problems having to do with well-being of employees. Secretary Croes spoke on the qualities of cooperative spirit, sincerity and leadership that are required in a Councilman. They cannot be measured, he said, "but can be held responsible for many outstanding achievements. Cooperative spirit accounts for the solidity of the representative body." During the meeting all councilmen individually endorsed the LEC representative system and indicated their intention to work for its effectiveness and improvement.

Among a number of speakers, Lago President J. J. Horigan took the opportunity to extend tribute to "every one of your constituents, every supervisor and every other Lago employee" for the refinery's outstanding safe-working achievements in 1954. General Manager O. S. Mingus commented on the common purpose held by everybody on the payroll: "to work in such a way as to make Lago a successful business enterprise so as to provide us with good and satisfying jobs. As a result, it is bound to be that people with a common purpose, with a common goal, people who are acquainted for many years with each other can work together the most harmoniously."

In leaving the Council, Mr. Chand commented on the honor he felt in being associated with employee representative groups continuously since 1942. He listed accomplishments of these groups over the years in the fields of new or improved employee benefit plans having to do with vacations, retirements, survivors, thrift, cost of living, sickness and accident and layoffs and in other areas such as medical, commissary and recreational facilities. He emphasized especially the spirit of cooperation between representatives and management groups that has been instrumental in bringing about these changes.

A number of the council and management members extended credit and gratitude to Mr. Chand for his conscientious work in employee representation during his 12 years of activity.

J. J. Horigan Sends New Year Greetings Over Voz di Aruba

Speaking over Voz di Aruba the first day of the new year, Lago President J. J. Horigan extended greetings for 1955 to the people of Aruba. Mr. Horigan stated that 1954 brought about many striking changes to the island, one of which was radio — the medium through which he "felt it a rare privilege and pleasure to speak to the people of Aruba."

Lago's president included a statement of confidence in his Jan. 1 radio address. Prefacing his statement with the fact that nothing in the future is ever certain, he said that it is with confidence "we look forward to Lago's maintaining its position in the world oil business."

"We have capable and interested employees and good equipment for them to use. We are a vital part of one of the world's greatest businesses. Our problems may be great and may even multiply and grow, but we believe we have the means to meet the challenge."

Earlier in his address he credited the entrance of Aruba's two radio stations into the field of public communication as an "impressive addition to the Aruba scene and as a milestone in Aruba's development." He acknowledged his appreciation for the use of the radio facilities "to bring you my personal greetings."

14 Commemorative Watches Awarded; Total Now 258

Fourteen men who work or worked for Lago received watches earlier this month in recognition of a quarter-century or more of service. Eight time-pieces were presented at ceremonies held Jan. 4; six were mailed or distributed by the employees' supervisors.

At the ceremonies held in the Reception Center engraved watches were presented to G. E. Sandiford, C. Abraham, L. Willems, K. W. Campbell, J. L. Hernandez and J. F. David, all of the Mechanical Department; B. Werleman and S. Allen, both of the Process Department.

Others who received watches were M. Quant, also of Process; A. Kock of Receiving and Shipping; J. Beaujon of Industrial Relations; C. Williams of Mechanical; A. P. Nanton, formerly of Marine and P. M. Walker, formerly of Process.

To date 258 wrist or pocket watches have been presented.

Two Children Born On New Years Day

Sons were born to two Lago employees New Years Day. Laurence Alfredo Blijden was born at 10:53 a.m., the son of Mr. and Mrs. Derrick M. Blijden. Mr. Blijden is a Mechanical Department employee.

James Ernesto McCeland Thompson was born at 1:21 p.m., the son of Mr. and Mrs. Ossley Thompson. Mr. Thompson is also a Mechanical Department employee.

Aruba Esso News

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LEC, Management a Repasa 1954 na Promer Reunion

Jacobo Erasmus, Guillermo Giel y F. H. Ritveld a tuma nan puesto como miembronan re-eligi durante e promer reunion di 1955 di Lago Employee Council, teni dia 3 di Januari, despues di e eleccionnan di Decemher. E. D. Tromp a drenta como un miembro nobo eligi, B. K. Chand a tuma retiro for di Council, y miembronan cu ta sigui cu nan puesto pa un otro anja ta G. E. S. Straughn, S. E. Howard, Max Croes y Dominico Flemming. Oficialnan di e Council anterior a worde re-eligi pa nan mes puestonan, cu Sr. Erasmus presidente, Sr. Ritveld, vice-presidente y Sr. Croes, Secretario.

Dunando cuenta di e posicion di Council, J. Erasmus a repasa cu placer e lista extensivo di trabanon cu e grupo a haci durante 1954. LEC, como un cuerpo representativo, el a bisa, ta sinti satisfeco cu e manera den cual Directiva a mira e problemanan cu ta trata tocante bienestar di

pia ariba e calidadnan di espirito di cooperacion, sinceridad, y direccion cu ta necesario den un miembro di Council; esakinan no por worde midi, el a bisa, "pero por ta responsable pa hopi asuntunan importante cu ta worde logra. Espirito di cooperacion ta splica e solidez di e cuerpo representativo."

Durante e reunion tur e miembronan di Council individualmente a endorsá e sistema representivo y a indica nan intencion di traha pa e bon resultonan y progreso di dje.

Entre un grupo di oradonan, Presidente di Lago J. J. Horigan a tuma e oportunidad pa duna homenaje na "cada uno di boso constituyentenan, cada supervisor, y cada empleado di Lago" pa e aconplimentonan sobresaliente di refinaria ariba terreno di seguridad den 1954. Gerente General O. Mingus a comenta tocante e obheto comun di cada hende ariba payroll: "pa traha di tal manera pa haci Lago un empresa cu exito pa

empleadonan. Secretario Croes a pa-duna nos asina un trabao bon y satisfactorio. Consequentemente, mester ta cu hendenan cu obheto comun, un ideal comun, hendenan cu conoce otro anjanan largo por traha hunto den un ambiente armonioso.

Saliendo for di Council, B. K. Chand a comenta tocante e honor cu el tabatin di ta asocia cu gruponan representativo di empleadonan continuamente desde 1942, y a menciona aconplimentonan di e gruponan aki durante anjanan den terreno di planan di beneficio nobo of mehora cual ta inclui vacation, retiro, sobrevivente, thrift plan, costo di bida, enfermedad y accidente, y layoff, y tambe tal facilidadnan manera medico, comisario y recreacion. En particu'ar el a acentua e espirito di cooperacion entre representantenan y gruponan representativo cu tabata asina importante den e cambionan aki.

Miembronan di directiva y Council a extende credito y gratitud na Sr. Chand pa su trabao concienioso den representacion durante su 12 anjanan di actividad.

Dutch Sailor, All Alone, Heading For New Zealand

A 25-year-old Dutch sailor, with a yen for travel and adventure, swung his 42-foot sloop out of San Nicolas harbor earlier this month and set sail for a new life in New Zealand.

Months from now, when he reaches the island "down under," he expects to find his fiancee waiting on the dock. Together they plan to start a boatyard in which they will repair and build yachts and to write a book on the 8000-mile voyage Andre ten Oever Bouwmeester is making.

"Or maybe I'll be at the bottom of the sea," he laughed as he sat in the cabin of his boat which was tied up at Lago's old barge dock. Above the noise raised by welders, shipfitters and others who were working on the sloop, he told the story of his voyage.

"I first went to sea when I was 16 on a merchantman," he related. He served for five years on freighters

and tankers — one of which made a trip to Australia and New Zealand — and then became a crew member of a yacht. Eventually he captained a 72-foot yawl.

But the glimpses of the world he'd

(Continued on page 2)

IN THE cabin of his sloop in which he plans to sail alone to New Zealand, Andre ten Oever Bouwmeester shows Mrs. Paul Grubb his route through the South Pacific where Mrs. Grubb was born.

DEN E kajuit di su boto den cual e ta planea di bai su so na Nieuw Zeeland, Andre ten Oever Bouwmeester ta muntra Sra. Paul Grubb su ruta door di South Pacific unda Sra. Grubb a nace.



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AMERICAN magazines are popular in the South Pacific islands, but difficult to obtain because of the area's dollar shortage. Andre ten Oever Bouwmeester (above), sailing alone to New Zealand in his 42-foot sloop, offered to take some magazines Mrs. Paul Grubb, wife of a Lago Colony dentist, hoped to send to a nun in the Cook Islands who had been her teacher, and to a friend in Auckland, New Zealand.

MAGAZIENNAN Americano ta popular den islanan di South Pacifico, pero difícil pa haya, pasobra e area ta falta dollar. Andre ten Oever Bouwmeester (p'ariba) cu ta navega solamente pa Nieuw Zeeland den su boto di 42-pia, a ofrecé di tuma poco magazine Sra. Paul Grubb, casá di un dentista di Lago Colony, a spera di manda pa un souer den e Cook Islands quien tabata su maestra y pa un amigá den Auckland, Nieuw Zeeland.

Marinero, su Solito, ta Navega na Nieuw Zeeland

Un marinero Holandes di 25 anja, cu un gran deseo pa viaje y aventura, a saka su balandro di 42-pia for di Haaf di San Nicolas na principio di e luna aki y a coi rumbo pa un bida nobo na Nieuw Zeeland.

Despues di hopi luna, ora e yega na e isla na otro banda di globo, el ta spera di contra cu su novia wardando ariba waf. Hunto nan ta planeá di cuminsa un lugar di traha y drecha boto y di scirbi un boeki tocante e viaje di 8000-milja cu Andre ten Oever Bouwmeester ta haciendo.

"Of podiser lo mi ta na fondo di lama," el a bisa haviendo mientras el tabata sinta den e camarote di su barco cu tabata mará na e barge dock bieuw. Den e zonido cu welders, drechadornan di boto y otronan cu tabata traha ariba e barco tabata haci, el a conta e historia di su viaje.

"Pa di promer bez cu mi a bai lama tabata ariba un bapor di carga tempo cu mi tahatin 16 anja," el a bisa. El a traha durante cinco anja ariba bapornan di carga y tankero — uno di cual a haci un viaje pa Australia y Nieuw Zeeland — y luego el a bira tripulante di un yate. A lo largo el tabata captain di un halandro di 72-pia.

Pero e vistanan di mundo cu el a haya, a larga Sr. Bouwmeester desatisfecho cu su trabao. El tabata desea di traha cu mes lugar di drecha y traha boto y esaki el kier haci na Nieuw Zeeland. Despues el a tende cu un boto den cual el por bai Nieuw Zeeland tabata na bende.

E boto a worde trahá door di dos ruman Holandes keude a planeá di emigra pa España. Una vez na España, sin embargo, nan esposa a dicidi cu nan ta prefera di ta na Holanda. Asina e dos rumannan a saka e motor y otro partinan di valor cu por worde kitá, a bende nan y a manda nan familia cu trein pa nan patria. Nan mes a bai cu e balandro.

Ora nan a regresa na Holanda nan a ofrece e balandro pa bende. Su culpa completamente di staal geweld a cai bau vista di Sr. Bouwmeester y el a compra e barco. El a pasa varios luna cu ta sigui cambiando

y haciendo e interior di e barco mas grandi, a renoba bela y cabuya asina cu e barco por worde nabegá door di un solo hombre. El a batizele cu nomber di "Seven Seas".

Despues di a pasa na Inglaterra, el a bai na España. Ora el tabata dos dia for di Inglaterra, "Seven Seas" a topa cu un tempestad. Sr. Bouwmeester a tira dos anker na awa, a baha su belanan y a bai drumi. Luego, den un corant Español el a leza e noticia di su morto. Un captan di bapor a mira "Seven Seas" ariba di dos dia di e tempestad cu a dura 3 dia y mei. El no por a mira ningun hende abordo y a duna noticia via radio cu tur tripulante tabata perdi.

For di España Sr. Bouwmeester a nabega pa Las Palmas di Islanan Canario y despues a coi rumbo pa Oceano Atlantico pa Curaçao. Pa 36 dia tur cos a bai bon. E barco "Seven Seas" a nabega cu biento di oost mientras su captan tabata come of drumi, leza of check y controla rumbo di su barco.

Ariba mainta di e di 37 dia, sin embargo, Sr. Bouwmeester a lamenta y a haya cu e biento a cambia 90 grado y cu tabatin nubianan preto di awa cu tabata move rapidamente. Mientras el tabata waak, e biento a cambia 180 grado, y despues a bolbe cambia pa e direccion anterior. Awa a cuminsa cai duro y lama a crece. Biento a lamenta fuerte te cu el tabata "grita den e belanan."

Sr. Bouwmeester a keda lamenta mas cu 24 ora, bringando contra lama, awaero y un biento cu tabata cambia cada momento. Cansá y cu hamber al fin el a yega Willemstad unda el a tende cu el a nabega pasa den e rabo di Huracan "Hazel."

Solo Sailor

(Continued from page 1)

had left Mr. Bouwmeester dissatisfied with his job. He wanted to set up his own yacht and he wanted to do it in New Zealand. Then he heard that a boat in which he could sail to New Zealand was for sale.

The boat had been built by two Dutch brothers who planned to emigrate to Spain. Once in Spain, however, their wives decided they'd rather be in Holland. So the brothers stripped their craft of its engine and other movable, valuable equipment, sold it and used the money to send their families home by train. They sailed the boat.

Back in Holland they offered the sloop for sale. Its all-steel welded hull caught Mr. Bouwmeester's eye and he bought it. He spent the next several months changing and enlarging the interior fittings and rearranging the rigging so the boat could be sailed by one man. He christened it the "Seven Seas."

By the time the work was completed early last March, he had spent all his savings and still faced a voyage of some 8000 miles. On the 9th, however, he waved goodbye to his fiancée at Schaveningen and sailed away. "I spent my last cent on a quart of milk, but I was determined to try," he explained.

The voyage almost ended in tragedy before it had fairly begun. Near the French coastal town of Treport the "Seven Seas" ran aground. Water rushed aboard and stood over three feet deep in the cabin before Mr. Bouwmeester freed the boat and got it underway again.

After stopping at England he headed for Spain. Two days out the "Seven Seas" ran into a storm. Mr. Bouwmeester put out two sea anchors, took down his sails and went to bed. Later, in a Spanish newspaper, he read a report of his death. A ship captain had sighted the "Seven Seas" midway through the 3 1/2-day storm, could see no one aboard and radioed all were lost.

From Spain Mr. Bouwmeester sailed to Las Palmas in the Canary Islands and then headed into the open Atlantic for Curaçao. For 36 days all went well. The "Seven Seas" sailed along on the easterly winds while its captain alternately ate, slept, read and navigated.

The morning of the 37th day, however, Mr. Bouwmeester awoke to find the wind had shifted 90 degrees under gray, fast-moving, rain-heavy clouds. As he watched, the wind changed 180 degrees, then swung back again. Rain fell. The seas rose. The wind increased until it "cried in the rigging."

Mr. Bouwmeester was awake more than 24 hours, fighting the seas and rain and constantly-shifting wind. Tired and hungry, he finally reached Willemstad and found he had sailed through the outer edge of Hurricane "Hazel."

After a stay in Curaçao, Mr. Bouwmeester came on to Aruba where Lago helped him along with some repairs and provisions. From here he planned to go to Colombia, then through the Panama Canal to the Galapagos Islands, Tahiti, Australia and then New Zealand.

Asked when he expected to reach his destination, he replied, "When you go out in a sailing ship, you never know." He was confident he'd complete the voyage, though.

"I have to," he added. "My fiancée is going by ship and she expects to meet me there."

Despues di poco dia na Curaçao, Sr. Bouwmeester a sigui pa Aruba unda Lago a yudele cu algun drechamento na e barco y cu provision. For di aki, el tin plan pa pasa Colombia, y luego pasa door di Panama Canal pa bai Islanan Galapagos, Tahiti, Australia y despues pa Nieuw Zeeland.

Ora a puntrele ki tempo el ta spera di yega su destinacion, el a responde: "Ora un heinde sali cu un barco, nunca el sabi ki dia el lo bolbe back." Sin embargo, el tabatin confianza cu lo e termina e viahe.

Dutch Lawmaker Visits Lago



A RECENT visitor to Lago was Dr. J. H. C. de Vinke, member of the Netherlands Parliament. During her tour of the refinery she stopped at the Medical Center with C. Wever of the Tourist Bureau, Dr. H. W. Bettink and B. Teagle, public relations manager.

UN RECIENTE bishitante na Lago tabata Dr. J. H. C. de Vinke, miembro di parlamento di Holanda. Durante su bishita den refinaria el a pasa na Medical Center hunto cu C. Wever di Oficina di Turismo, Dr. H. W. Bettink y B. Teagle, gerente di relaciones publicas.

Horrigan ta Duna Saludos di Anja Nobo Door di Voz di Aruba

Papiando na Voz di Aruba ariba e promer dia di anja nobo, Presidente di Lago J. J. Horigan a extende su saludos pa 1955 na pueblo di Aruba. Sr. Horigan a bisa cu anja 1954 a trece hopi camhionan notable pa e isla, uno di cual tabata radio — e medio door di cual "el ta haya cu ta un privilegio y placer pa papia cu pueblo di Aruba."

Presidente di Lago a inclui un declaracion di confianza den su discurso di radio di Jan. 1. Cuminzando su declaracion cu e hecho cu nada den futuro nunca ta cierto, el a bisa cu ta cu confianza cu "nos por spera cu Lago lo mantene su posicion den negocio mundial petrolero.

"Nos tin empleado cu capacidad y cu ta interesá y bon herment pa nan usa. Nos ta un parti vital di uno di e negociacion mas grandi di mundo. Nos problemanan por ta grandi y por aumenta y crece mes, pero nos ta kere cu nos tin e medianan pa satisfice e desafio."

Na principio di su discurso, el a duna credito na e entrada di e dos radio emisor di Aruba ariba terreno di comunicacion como un "adicion importante pa Aruba y un hecho importante den desmorro di Aruba." El a expresa su aprecio pa e uso di e facilidad di radio pa "duna boso tur mi saludos personal."

Adjustment Made In Laundry Price Of Shirts, Trousers

With the steadily increasing unit cost of work in the Lago Laundry, it has been necessary to make a slight increase in the charge on regular shirts and trousers. As announced by officials of the Colony Service Department, the extra finishing required for these two items makes it necessary to add one-half pound for each regular shirt and each regular pair of trousers laundered after Jan. 15.

The per pound price of 18 (U.S.) cents or 33 (N.A.) cents and the present charges for 'specials' remain the same. It is felt that the adjustment now being made puts various categories of work approximately in proper relation to each other and future adjustments will be made in the per pound price only.

Dos Mucha A Nace Anja Nobo

Esposa di dos empleado di Lago a duna luz Anja Nobo. Laurence Alfredo Blijden a nace 10:53 a.m., yiu di Sr. y Sra. Derick M. Blijden. Sr. Blijden ta un empleado di Mechanical Department.

James Ernesto McCeland Thompson a nace 1:21 p.m., yiu di Sr. y Sra. Ossley Thompson. Sr. Thompson tambe ta un empleado di Mechanical Department.



LAWRENCE RAINEY an assistant operator in Receiving and Shipping, (second from right), retired effective Jan. 1 with more than 26 years of service. Guests at his retirement luncheon in the Esso Dining Hall were (clockwise) R. C. Baum, J. van Dinter, N. M. Bell and I. Jones.

LAWRENCE RAINEY (segunda banda drechi) a retira efectivo Jan. 1 cu mas cu 26 anja di servicio. Atendientenan na un comida na su honor den Esso Dining Hall tabata R. C. Baum, J. van Dinter, N. M. Bell y I. Jones.



MRS. CARMELITA DE KORT, CYI translator, gets additional information on a suggestion sent in by Teolindo Geerman, welder helper A. Conversing in Papiamento, Mrs. de Kort was able to get detailed information that she added to the suggestion as an aid to Mr. Geerman. SRA. CARMELITA DE KORT, traductora di CYI, ta obtene mas informacion tocante un sugerencia mandá aden door di Teolindo Geerman, welder helper A. Combersando na Papiamento, Sra. de Kort a logra obtene informacion detayá cu el a agrega na e sugerencia como un ayudo na Sr. Geerman.

Languages Taken In Stride By Coin-Your-Ideas Staff

It makes little difference to the staff of the Coin-Your-Ideas office what language is used in submitting suggestions. And they are happy to have it that way.

One of their services, it's a phase of the CYI plan to help make the sending in of ideas as easy as possible for all Lago employees. Whether it be Papiamento, English, Spanish, Dutch — or the language in which the idea might best be expressed — the staff of the CYI office will see that it is translated and put through regular channels.

At present Papiamento, Dutch and Spanish are translated and prepared for plant consideration by Mrs. Carmelita de Kort. Recently, Mrs. de Kort paid a visit to the tank farm area where she conversed in Papiamento with Teolinda Geerman, welder helper A, in order to get more specific information pertaining to a suggestion

sent in by Mr. de Kort. The information — which Mr. Geerman was better prepared to give verbally — was taken down by Mrs. de Kort. At her CYI office desk she transposed her notes of Mr. Geerman's idea onto a CYI form. The welder helper's idea — with the assistance of the CYI office — was made complete. Its exact meaning as translated from Papiamento to English from the suggestor's original note and later in conversation was put on the CYI routing form.

Whether it be language or expression of idea, the CYI group is ready to serve. Employees with ideas they feel they can best express in their own language may do so. If questions arise, answers may be obtained by calling the Coin-Your-Ideas office.

The CYI office is ready and willing to help Lago employees win some of that CYI money.

Representatives' Pictures Posted

The Committee Coordination Group started posting this week pictures of the 86 men and women who serve as employees' representatives. The pictures went up in eight specially constructed bulletin-type boards.

The boards are located in the General Office Building, Lago Employee Council Headquarters, Lago Commissary, Main Gate, Employee Medical Center, Industrial Relations Department, Lago Club and in the coordination group office.

Pictured are LEC members, District Representatives and members of the Special Problems Advisory Committee, Lago Sport Park Board, Lago Commissary Advisory Committee, Lago Heights Advisory Committee and Esso Heights Advisory Committee.

Ahustamento den Prijs di Laundry

Cu e costo constantemente montando pa unidad di trabao den laundry di Lago, a bira necesario pa haci un aumento chikito den e cobro pa camisa y carson. Manera tabata anuniciá door di oficialnan di Colony Service Department, e extra trabao cu ta necesario ariba e dos articulo aki ta haci necesario pa agrega mitar liber pa cada camisa regular y cada carson regular labá na laundry despues di Jan. 15.

E prijs pa liber di 18 cents Americano of sea 33 cents Antilliano y e presente cobro pa articulonan special ta keda mescos. Ta e opinion cu e ahustamento cu ta worde haci awor ta pone varios categoria di trabao mas of menos den propio relacion cu cada otro y futuro ahustamento lo worde haci den prijs pa liber solamente.

Portretnan di Representantenan Ta Worde Publica

E Grupo di Coordinacion di Comité a cuminsa pone retrato di e 86 hombernan i muhernan cu ta sirbi como representante di empleadonan ariha borchí. E retratonan a worde poní ariba ocho borchí di anuncio specialmente trahá.

E borchinan ta situá den Oficina Grandi, Oficina di LEC, Comisario di Lago, Porta Mayor, Centro Medico di Empleado, Departamento di Relacion Industrial, Lago Club y den oficina di e grupo di coordinacion.

E portretnan ta di miembronan di LEC, representantenan di distrito, miembronan di Comité Consultativo pa Problemanan Special, Junta di Lago Sport Park, Comité Consultativo pa Comisario di Lago, Comité Consultativo di Lago Heights y Comité Consultativo di Esso Heights.

Compania Mayor ta Duna Otro Regalo Na Educacion Avanzá

Standard Oil Co. (N.J.) a anuncia luna pasá contribucionnan na un total di \$500,000 na universidadnan di Estados Unidos, colegio y fondonan "pa yuda mantene y mehora standard halto di educacion."

E placa a worde presentá como un regalo sin restriccion na e fondonan operativo di e colegionan. Mas tempran den 1954 Jersey Standard y su afiliadonan a contribui un adicional \$500,000 na educacion avanzá, experimentacion, consultacion, beca di estudio y bachillerato.

Eugene Holman, presidente di e junta di directornan, a bisa cu e mas reciente contribucionnan tabata den forma di un experimento for di cual compania ta spera di gana experiencia pa guia futuro poliza den dunamento pa educacion.

Colegio y universidadnan, Sr. Holman a bisa, tin como un di nan funcion entrenamento di specialistanan cu Estados Unidos tin mester. Un funcion ainda mas importante, el a agrega, ta desaroyo di ciudadanonan informá y studiantenan cu e abilidad y voluntad pa crea un sociedad cu ta ofrece "libertad, oportunidad y dignidad na tur su miembronan."

Jersey Standard Grants \$ 500,000 To Education

Standard Oil Co. (N.J.) announced last month contributions totaling \$500,000 to United States universities, colleges and funds "to help maintain and improve high standards of education."

The money was presented as an unrestricted gift to the recipients' operating funds for undergraduate education. Earlier in 1954 Jersey Standard and its affiliates contributed an additional \$500,000 to higher education for research, consulting fees, scholarships and fellowships.

The donations announced in December went to 138 privately-supported colleges and universities and to the Fund for Medical Education. The largest individual bequest was \$5000.

Eugene Holman, chairman of the board of directors, said the most recent contributions were in the form of an experiment from which the

company hopes to gain experience to guide future policy in giving to education.

Colleges and universities, said Mr. Holman, have as one of their functions the training of specialists the United States needs. An even more important function, he added, is the development of informed citizens and students with the ability and will to create a society that offers "freedom, opportunity and dignity to all its members."

To help secondary educational institutions in this work is in the interest of all citizens "including the nation's corporate citizens," Mr. Holman said. "Standard Oil Company (New Jersey) has long considered that it shares a responsibility with other members of the public to help maintain and improve high standards of education."

Couzy Promoted In Laboratory

Herman F. Couzy has been promoted from group head B in the Experimental and Development Section of Laboratory No. 2 to group head A in Laboratory No. 2.

Mr. Couzy was first employed in 1933 as an operator fourth-class in the laboratory. He became an operator second-class two years later and since then has served as a chemist II, shift leader, group head C and chemist A.

H. F. Couzy

14 Oloshi Mas Concedi; Total Ta 258 Awor

Diez cuatro cu ta traha of tabata terriormente e luna aki en reconocetraha pa Lago a recibi oloshi aumento di un cuarto siglo of mas di servicio. Ocho oloshi a worde presentá durante ceremonianan teni Jan. 4; seis a worde mandá of parti door di hefe di e empleadonan.

Na e ceremonianan teni den Reception Center oloshinan engrabá a worde presentá na G. E. Sandiford, C. Abraham, L. Willems, K. W. Campbell, J. L. Hernandez y J. F. David, tur di Mechanical Department; B. Werleman y S. Allen, tur dos di Process Department.

Otro cu a recibi oloshi tabata M. Quant, tambe di Process; A. Kock di Receiving & Shipping; J. Beaujon di Industrial Relations; C. Williams di Mechanical; A. P. Nanton, anteriormente di Marine y P. M. Walker, antes di Process.

Te awor 258 oloshi di man of di saeo a worde reparti.

John Francisco Gets Promotion

John Francisco, former assistant supervisor of the Colony Commissary, has been promoted to supervisor effective Jan. 1. He has over 15 years of service.

Mr. Francisco was first employed in 1939 as a junior clerk II in Colony Service-Commissary. Two years later he was promoted to junior clerk I and in 1943 became a foreman III.

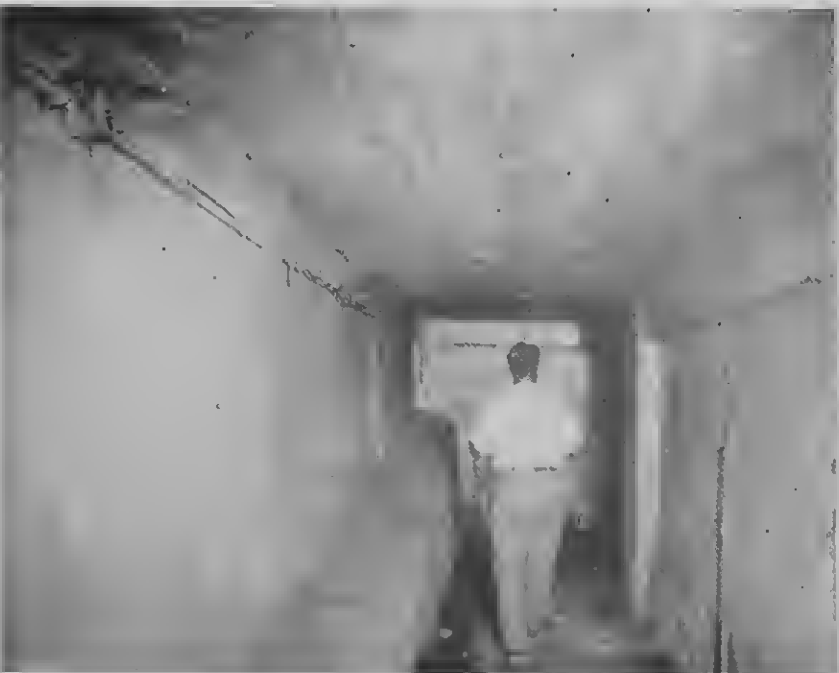
How Much Larger Can They Get?

To most observers the S.S. Petrokure was of unbelievable size. As it lay berthed at Finger Pier 1 last month it dwarfed normal tankers in the harbor. In spite of its size, it has still been surpassed. A tanker recently launched in the United States has a capacity of 393,000 barrels. The Petrokure's capacity is 295,621 barrels.

E. N. Theysen Retires Jan. 1

With more than 23 years of service, Epifanio N. Theysen retired Jan. 1. Born in Aruha, he does not plan to leave the island where he was first employed by Lago in 1930 as a cleaner in Catalytic.

By 1939 he had become a boiler-maker helper B in Catalytic when he transferred to the Shipyard where he attained the grade of machinist helper A. Last year he transferred to the Yard and retired as a cleanout-man "S."



PROBABLY the only tunnel in regular use in Aruba has been closed. The tunnel, pictured above a few days before it was sealed, led from the head of the No. 1 Finger Pier to the old Plant Dispensary. It admitted non-employees, principally from visiting ships, to the enclosed dispensary area but not to the refinery proper. Opened about 1949, it was closed when the new Employee Medical Center went into operation.

PROBABLEMENTE e unico tunel na uso regular na Aruba a worde cerrá. E tunel, munstrá aki riba algun dia promer cu el a worde seyá, tabata corre for di cabez di Finger Pier No. 1 pa Plant Dispensary biew. E tabata duna pasada na no-empleadonan, principalmente for di bapornan, pa e area di dispensario encerrá pero no na refinaria mes. Habrí mas of menos na 1949, el a worde cerrá ora Employee Medical Center nobo a cuminsa opera.



THE FIRST new-style service emblem issued by Lago was presented to E. N. Theysen (left), by W. L. Edge, Yard Craft general foreman. Mr. Theysen, also of the Yard Craft, retired after more than 23 years of service.

E PROMER emblema estilo nobo duná door di Lago a worde presentá na E. N. Theysen (robez) door di W. L. Edge, general foreman di Yard Craft. Sr. Theysen, tambe di Yard Craft, a retira despues di mas cu 23 anja di servicio.



MORE than 1800 miles of land and sea were spanned by radio and telephone three days before Christmas to bring the voices of Mr. and Mrs. Carlos G. Bareno (above) from Aruba to their son Hendrik (left), a Lago Vocational School student on a scholarship in Allentown, Pa.

MAS cu 1800 milla di terra y lamar cu wordo gespan door di radio y telefoon tres dia promer cu Pascu pa trece voznan di Sr. y Sra. Carlos G. Bareno (Ariba) di Aruba cerca nan yiu homber Hendrik, un studiante di Lago Vocational School cu ta studia na Allentown, Pa.

Boys Send "Thanks" For Call

The day after they were surprised in Allentown by a telephone call from their parents in Aruba, Lago's 1954 scholarship winners — Loreto Kock and Hendrik Bareno — sat down and wrote a "thank you" note to Public Relations Manager B. Teagle.

They said:

"Dear Mr. Teagle,

We surely did appreciate the surprise call which was arranged by you and others. We thank you very much for having made this arrangement possible.

This call was a real surprise to us, for no one told us anything about it. Our hearts were filled with joy when we heard our parents' voices over such a long distance.

It was indeed their voices without any change in tone for we heard them although not clear enough, just as though we were home that very day.

It was the nicest Christmas present ever to be given to us and we sure will never forget this most sincere and truly present. We extend a Merry Christmas and a Happy New Year to you.

Sincerely yours,
LARRY KOCK
PETE BARENO"



LORETO KOCK, Lago's other scholarship student, waits his turn to talk to his parents. With him are Mrs. Frank Forgan, with whom the boys live in Allentown, Hendrik and W. H. Meskill, assistant LVS principal.

LORETO KOCK, e otro studiante di beca, ta warda su turno pa papia cu su mayornan. Hunto cu ne ta Sra. Frank Forgan, cerca kende e mucha hombernan ta keda na Allentown, Hendrik y W. H. Meskill, sub-director di LVS.

Yule Call Surprises Scholarship Boys

Two Aruba youths were touring a telephone exchange in the United States one day last month when a telephone rang. The man who answered it listened for a moment and then said to one of the boys, "It's for you."

Somewhat startled, the boy put the phone to his ear and heard a voice say, "Com ta bai, Pete. Ta papa ta papia cu bo."

"What did you say?" the boy asked.

"Pete," the voice answered. "Ta papa ta papia. Mi ta jama di oficina grandi na Lago."

The boy shrugged his shoulders and handed the phone back to the man. "I don't think it's for me," he said. "I can't understand what he's saying. He's talking Spanish or something."

The call, however, was for the boy. It was his father speaking on a surprise telephone call arranged by Lago as an early Christmas present for the company's two vocational school scholarship winners now in Allentown, Pa.

The call was first conceived last August in Lago's Public Relations Department which took on the task of making the arrangements. The department worked out a tentative plan, then wrote to the Standard Oil Co. (N.J.) Public Relations Department in New York for help in completing details in Allentown.

Some basic points had to be worked out. The boys had to be near a telephone when the call came, but to preserve the surprise element could not be told it was coming. The help of the Bell Telephone Co. had to be enlisted to insure the call would be completed at the appointed time.

In Aruba the parents of the boys had to be alerted. Plans had to be made to bring them to the refinery. Cooperation from the government telephone bureau in placing the call had to be secured.

Letters and cablegrams moved between New York and Aruba, nailing down the final arrangements. It was agreed the call would be placed at 2 p.m. Dec. 22. At that time Hendrik Bareno and Loreto Kock, the scholarship winners, would be touring the Allentown exchange at the invitation of the telephone company. A phone would ring and the chief of operators would tell one of the boys the call was for him.

The call presented some time problems. There is a 30-minute difference between Aruba and Allentown. Aruba had radio-telephone connections with the United States only from 1 to 3:30 p.m. And the Allentown exchange, because of the working schedule of its employees, could not accept the call before 2 p.m. Aruba time.

The success of the surprise hung on proper timing, good connections and the availability of the telephone circuits at the time the call was to be made. All came through with flying colors.

The preliminaries went smoothly. Mr. and Mrs. Bareno, Hendrik's parents, Mrs. Kock, Loreto's mother and his aunt, Miss Enselman Lampe, were in the office of Public Relations Manager B. Teagle where a second telephone had been specially installed for the occasion. At 2 p.m. the cable office telephoned to say the call was ready.

Mr. Bareno, told that his son was on the wire, picked up the handset and said, "Com ta bai, Pete? Ta papa ta papia cu bo." After listening a minute he raised his voice and said, "Pete. Ta papa ta papia. Mi ta jama di oficina grandi, na Lago."

In Allentown Hendrik handed the phone back to the chief of operators and said, "I don't think it's for me. I can't understand what he's saying. He's talking Spanish or something."

W. H. Meskill, assistant LVS principal who was on furlough, had gone to Allentown to help with the call. He realized that Hendrik had not recognized the Papiamentu he had spoken most of his life, but which he had seldom used since arriving in Allentown four months earlier.

After a hasty conference with the Jersey Standard men, Mr. Meskill decided to tell the boys their parents were calling from Aruba.

At first neither Hendrik or Loreto could believe it, but then Hendrik thought back to the "Spanish" he had heard and a smile broke over his face.

Back on the phone he talked first with his mother and then with his father. Then it was Loreto's turn. He talked with his mother and with his aunt. Both members of each family had a telephone and took turns asking question.

Speaking in Papiamentu, the boys told of their school work, their plans for Christmas, their first experience with winter weather and asked about their families and friends, conditions on the island and other topics of general interest.

Like mothers everywhere, Mrs. Bareno and Mrs. Kock urged their sons to "study hard and hurry home." The call ended with the boys and their parents wishing each other "Bon Pascu y Feliz Anja Nobo."

Later, Mr. and Mrs. Bareno said the call was one of the happiest experiences of their lives. Mrs. Kock said simply, "Mi ta masha contentu." In Allentown, lapsing back into English, both boys agreed the surprise was "great."

Because of the unusual angles and seasonal theme of the call, the Jersey Standard Public Relations Department took pictures of the event and prepared a news release. The pictures and story were made available to area newspapers and wire services.

A Papia cu Mayornan como Regalo di Pascu

Hobennan Sorpresá

Dos hoben di Aruba tabata haciendo un bishita den un telefoon central na Estados Unidos ariba un dia luna pasá ora un telefoon a rin. E homber cu a contesta a scucha pa un momento y luego a bisa uno di e hobennan. "Ta pa bo e ta."

Un poco sorpresá, e homber a pone e telefoon na su orea y a tende un voz bisa: "Com ta bai, Pete. Ta papa ta papia cu bo."

"Kiko bo a bisa?" e hoben a puntra na Ingles.

"Pete," e voz a contesta. "Ta papa ta papia. Mi ta yama di oficina grandi na Lago."

E hoben a sacudi su schouder y a duna e telefoon back na e homber. "Mi no ta kere cu ta pa mi e ta," el a bisa. "Mi no por comprende kiko el ta bisa. El ta papia Spanjo of algo asina."

E yamada sin embargo tabata pa e hoben. Tabata su tata cu tabata papiando den un conversacion na telefoon di sorpresa cu Lago a prepará como un regalo tempran di Pascu pa e dos ganadornan di beca di school di ofishi di compania cu awor ta na Allentown, Pa.

E yamada a worde principiá na Augustus y Departamento di Relacion Publico di Lago a worde duná e trabao di haci arveglonan. E departamento a traha un plan temporario, despues a scirbi Departamento di Relacion Publico di Standard Oil Co. (N.J.) na New York pa yuda completa e detayenan na Allentown.

Algun puntonan basico mester a worde tratá en detaye. E hobennan lo mester ta cerca un telefoon ora e yamada yega, pero pa warda e sorpresa nan no por a worde bisá cu e yamada tabata bini. Ayudo di Bell Telephone Co. mester a worde pidi pa pereura cu e yamada lo worde completá na e ora combiní.

Na Aruba e mayornan di e hobennan mester a worde avisá. Plannan mester a worde haci pa trece nan den refineria. Cooperacion di oficina di telefoon di gobierno mester a worde segurá pa pone e yamada.

Cartanan y telegram tabata bai bini entre New York y Aruba, dunando e arveglonan final. A worde combiní cu e yamada lo worde poní pa 2'or di atardi Dec. 22. Na e ora ey, Hendrik Bareno y Loreto Kock, e ganadornan di beca, lo ta bishitando e central di telefoon na Allentown ariba invitacion di e compania di telefoon. Un telefoon lo rin y e hefe operador lo bisa uno di e hobennan cu e yamada lo ta p'e.

E yamada a presenta algun problema tocante e ora. Tin un 30 minuto di diferencia entre Aruba y Allentown. Aruba tabatin conce-

cion radio-telefonico cu Estados Unidos solamente for di 1 te 3:30 p.m. Ademas, e central di Allentown no por a acepta e yamada promer cu 2'or p.m. ora di Aruba pa motibo di e ora di trabao di su empleadonan.

E exito di e sorpresa tabata depende di stipulamento fiho di tempo, bon concecion y si e linja di telefoon tabata disponible ora e yamada lo mester worde haci. Tur cos a logra esplendidamente.

E principio a bai masha bon. Sr. y Sra. Bareno, mayornan di Hendrik, Sra. Kock, mama di Loreto y su tanta, Srta. Ensclma Lampe, tabata den oficina di Hefe di Relacion Publico B. Teagle, unda un segundo telefoon a worde instalá specialmente pa e ocasion. Pa 2'or di merdia oficina di cable a yama pa telefoon bisando cu e yamada tabata cla.

Sr. Bareno, kende a worde bisá cu su yiu ta na e telefoon, a tuma e telefoon y a bisa: "Com ta bai, Pete? Ta papa ta papia cu bo." Despues di a scucha un momento, el a bisa mas duro: "Pete. Ta papa ta papia. Mi ta yama di oficina grandi na Lago."

Na Allentown Hendrik a duna e telefoon back na e hefe di operadornan y a bisa: "Mi no ta kere cu ta pa mi e ta. Mi no por comprende kiko el ta bisa. El ta papia Spanjo of algo asina."

W. H. Meskill, hefe asistente di LVS kende tabata cu vacacion, a bai Allentown pa yuda cu e yamada. El a realiza cu Hendrik no a reconoce e Papiamento cu el a papia mas tanto di su bida, pero cu el a usa masha poco desde cu el a yega Allentown cuatro luna promer.

Despues di un conferencia cu hendenan di Jersey Standard, Sr. Meskill a dieidi pa bisa e hobennan cu nan mayornan tabata yamando for di Aruba.

Na principio, ni Hendrik ni Loreto por a kere esey, pero luego Hendrik a pensa ariba e "Spanjo" cu el a tende y un sorrisa a bini ariba su cara.

El a bolbe na e telefoon y a papia promer cu su mama y despues cu su tata. Despues tabata turno di Loreto. El a papia cu su mama y despues cu su tanta. Tur dos miembronan di cada familia tabatin un telefoon y cada uno tabatin chens di haci pregunta.

Papiando na Papiamento, e hobennan a conta di nan trabao na school, nan plannan pa Pascu, nan promer experencia cu tempo di invierno y a puntra tocante nan familiaran y amigonan, condicionnan di e isla y otro asuntonan di interes general.

Manera Mamanan semper ta haci, Sra. Bareno y Sra. Kock a pidi nan yiu pa "studia



TOURING the Allentown telephone exchange with Hendrik and Loreto when the call came in were Suanne Clymer (left) and Sharon Gallagher, classmates in the Allentown High School.

PASEANDO den central di telefoon na Allentown cu Hendrik y Loreto ora e yamada a yega tabata Suanne Clymer (robez) y Sharon Gallagher, cu ta den mes klas cu nan na Allentown High School.

hopi y bin cas liher." E yamada a termina cu e hobennan y nan mayornan descao otro "Bon Pascu y Feliz Anja Nobo."

Despues, Sr. y Sra. Bareno a bisa cu e yamada tabata un experencia di mas feliz di nan bida. Sra. Kock a bisa cu simpleza: "Mi ta masha contento." Na Allentown, papiando atrobe na Ingles, tur dos hobennan tabata di

opinion cu esey tabata un "gran" sorpresa.

Pa motibo di e puntonan stranjo y e tempo cu e yamada a worde haci, Departamento di Relacion Publico di Jersey Standard a saca portret di e evento y a prepara un noticiero pa prensa. E portretnan y storia a worde poní disponibel na corantnan den bicindario y servicionan di prensa.

Hobennan a Manda nan "Danki"

Un dia despues cu na haya e sorpresa na Allentown door di un yamada di telefoon di nan mayornan na Aruba, ganadornan di beca di Lago pa 1954 — Loreto Kock y Hendrik Bareno — a sinta y a scirbi un carta di "danki" pa Hefe di Relacion Publico B. Teagle.

Nan a scirbi:

"Apreciable Sr. Teagle,

Nos a aprecia berdaderamente e "yamada di sorpresa" cu a worde arreglá door di bo persona y otronan. Nos ta gradici bo masha hopi di por a haci e arreglo aki posible.

E yamada aki tabata un berdadero sorpresa pa nos, pasobra niungun hende a bisa nos nada di dje. Nos curazon tabata yen di alegria ora nos a tende e stem di nos mayornan ariba un distancia asina largo.

Tabata enberdad nan voz sin ningun cambio di tono pasobra nos a tende nan, aunque no bastante cla, pero mescos cu nos tabata na cas e dia ey mes.

Esaki tabata e regalo di Pascu mas bunita cu jamas por a worde duná na nos y nos ta sigur cu nos lo no lubida e mas sincero y berdadero regalo aki. Nos ta desea bo un Feliz Pascu y un Feliz Anja Nobo.

Sinceramente,
LARRY KOCK
PETE BARENO"



WREATHED in smiles, Loreto talks with his mother, Mrs. Katharina Kock, (below, left) and his aunt, Miss Ensclma Lampe. Family members were told of the call which surprised the boys as they toured the Allentown telephone exchange.

CU SONRISA ariba su cara, Loreto ta papia cu su mama, Sra. Katharina Kock, (abajo, robez) y su tanta, Srta. Ensclma Lampe. E familia a worde bisá di e yamada cu a sorpresa e hobennan mientras nan tabata haci un paseo den e central di telefoon na Allentown.



Flying Gas Stations



MILITARY aircraft have greatly increased mobility and endurance through the use of flight refueling. An example of this is shown in a U.S. Navy F-9-F Panther jet being refueled by a carrier-based AJ-2 Savage tanker.

AVIONNAN militar a aumenta nan mobilidad y resistencia hopi door di yenaumento di tanki den vuelo. Un ehempel di esaki ta munstrá door di un Panter Jet F-9 cu ta worde yená door di un tankero di e tipo Savage AJ-2 cu tin su base ariba un portavion.

Airplanes on the ground are like fish out of water. Their natural element is aloft at cruising altitudes. To get aircraft from the ground to cruising altitudes, operators pay a heavy price in gasoline consumption, strain on power plants, reduced loads the aircraft carries and shorter range.

Gasoline consumption in preparation for take off and during the actual take off is greater than any other specific flight performance during normal aircraft operation. In an attempt to reduce the burdensome problems associated with take off and to increase airborne efficiency, the aviation world has developed the refueling of aircraft in flight.

This new aviation fueling specialty has come into prominence in recent years. The technique, gaining widespread use in the military service, seeks to keep an airplane in its natural element for as long as possible by eliminating landings to refuel and by increasing operating ranges.

Flight refueling, with all its commercial implications, is making its mark on military aviation. In Korean action, flight-refueling jet fighters were able to take off with heavy loads of bombs and rockets and strike far-ranging targets. Jets whose fuel supply allows them to stay aloft only relatively short periods were given new endurance by taking on gasoline in flight. During one record-setting mission, an F-8 jet fighter-bomber was kept in combat 14 hours.

Today, entire squadrons of jet bombers are ferried non-stop across broad continents and oceans by refueling from accompanying tanker planes enabling the swift deployment of aircraft.

How is it done? Flight refueling is accomplished through the use of a drogue and a probe. The drogue — a nautical term for sea anchor — is a funnel-shaped container attached to a length of flexible tubing extending from the belly of the tanker plane. The probe is a tube attached to the nose of the receiving plane. A form of intake tube, it is guided in flight into the funnel-like drogue. Once contact is made between the drogue and the refueling probe, an automatic coupling in the funnel maintains the connection while gasoline is pumped under pressure between the two aircraft.

The mid-air type of refueling was first completed in 1923 by two pilots of the U.S. Air Service. The two inventive dare devils, flying aircraft that lacked the sensitivity of present-day models, made contact and transferred 25 gallons of gasoline with a line that resembled a garden hose with funnel attached.

The advanced and revolutionary method of refueling has greatly changed some aspects of air travel particularly where short-ranged, low fuel capacity planes are concerned. No longer is it necessary to dismantle planes for shipment to a point beyond their normal range. Now they may be flown, refueled in mid-air and brought to their destination ready for action in hours rather than days. This mobility was clearly shown throughout recent military action in the East.

A flight of F-84 Thunderjets flew from Japan, over Indo-China, to Bangkok, Thailand, in less than six hours. Made possible with mid-air refueling, such a jaunt would be unheard of before the advent of the 'flying service stations.'

As jet and turboprop-powered airplanes enter commercial service in years to come, the oil industry will have well-developed flight refueling techniques available to service aircraft in flight. Commercial experiments in flight refueling were first made by the British in 1939, when the British Imperial Airways flying boats were sent non-stop across the Atlantic.

The flying service station innovation in many cases means an increase in demand on the oil industry. Whereas short range planes previously were dismantled and shipped, today they are being flown and refueled en route at cruising altitudes. Involved in the business of supplying fuel for aircraft is Lago with the manufacture of aviation gasoline and jet fuel. The year 1955 promises increased demand on the oil industry for jet fuel. United States military requirements for this year are expected to increase sharply. The military demand for this product is forecast at 65 million barrels, some 35 per cent greater than last year.

Flight refueling is aiding this increased consumption of aviation fuel. It eliminates the man-made limitation that an airplane must take off with enough fuel to com-

(Continued on page 7)



BRITISH commercial flying boats were sent non-stop across the Atlantic Ocean in 1939 by means of an early flight refueling system. World War II, however, halted the experimental flights. Mid-air refueling was first attempted in 1923.

AVIONNAN di awa comercial Britanico por a cruza Oceano Atlantico sin stop na 1939 pa medio di un systema anterior di yena tanki di aeroplano durante vuelo. Segunda Guerra Mundial, sin embargo, a stop experimentonan durante vuelo. Yenaumento di tanki den aire pa di promer bez a worde purbá na anja 1923.



TRAILING from the belly of a B-29 tanker is flexible tubing with funnel-like drogue attached. The drogue contains an automatic coupling which mates with the probe on the plane to be refueled. By such refueling means planes are able to stay in the air indefinitely — their range virtually unlimited.

COLGANDO for di barica di un tankero B-29 ta un hose flexible cu un trek na dje. E hose aki tin un coneccion automatico cu ta conectá cu e otro slang di e avion cu mester worde cargá cu benzine. Door di e metodo di yena tanki di avion, nan por keda den aire indefinidamente — y nan alcance ta practicamente sin limite.



LOOKING into air travel of the future, the illustration shows an artist's conception of a commercial jetliner taking aboard jet fuel from a far-ranging tanker. Such mid-air refueling for commercial carriers means the elimination of ground weather conditions now confronting aircraft forced to land to refuel.

MIRANDO den viaje aereo di futuro, e ilustracion ta muntra un idea di un artista tocante un avion jet comercial cargando jet gasoline for di un avion tankero. Tal yenaumento di benzine den aire pa avionnan comercial ta nifica eliminacion di condicionnan di tempo ariba tera cu awor ta confronta avionnan cu mester baha pa tuma benzine.

Station di Gas Bulando

Aeroplanonan awor por Tuma Gasoline den Medio-Aire

Aeroplano ariba terra ta mescos cu pisea pafor di awa. Nan elemento natural ta na laria na haltura di cruza. Pa haya aeroplano for di terra pa haltura di cruza, operadornan ta paga un prijs halto den consumption di gasoline. demanda ariba motor, menos carga pa e aeroplano y distancia mas cortico.

Consumpcion di gasoline en preparacion pa lamta y durante lamtamento ta mas grandi cu pa cualkier otro actuacion di vuelo durante operacion normal di un avion. Den un esfuerzo pa reduci e problemanan conecta cu lamtamento y eficiencia den vuelo, mundo di aviacion a desarroya un sistema pa duna aeroplano benzine den aire.

E sistema aki a haya prominencia den anjanan reciente. E tecnico, ganando uso extensivo den servicio militar, ta busca di tene un aeroplano den su elemento natural asina tanto posible door di elimina bahamento pa coi benzine y door di aumenta distancianan cu e por viaja.

Dunamento di benzine den vuelo, cu tur su implicacionnan comercial, ta poniendo su marca ariba aviacion militar. Den accion na Korea, cazadornan cu propulson di jet cu ta worde yena cu benzine den vuelo tabata por lamta cu un carga pisá di bom y rocket y ataca lugarnan hopi leuw. Avionnan cu propulson di jet, cu nan carga di benzine por tene nan ariba solamente pa periodonan cortico por worde duná mas resistencia door di tuma benzine den vuelo. Durante un mision cu a establece un record, un cazador jet bombardero F-8 a worde tení na laria den combate pa 14 ora.

Awendia, henter squadron di bombarderonan jet ta bula sin stop cruzando continentenan grandi y oceano door di tuma benzine for di avionnan tankero cu ta acompaña nan y cu ta permiti cambio rapido di formacion di vuelo di avionnan.

Com esaki ta worde haci? Yenamto di tanki di avion den vuelo ta worde haci usando un slang cu trek cu ta sali for di barica di e avion tankero y un otro slang no-flexible cu ta sali for di nanishi di e avion cu mester worde yena cu benzine. E slang aki durante vuelo ta worde guiá den e slang cu trek. Una vez cu contacto worde haci entre e dos slangnan, un conecion automatico den e trek ta tene nan dos hunto mientras gasoline ta worde gepomp bao presion entre e dos aeroplanonan.

E metodo di yena tanki den aire pa di promer vez a worde completá na 1923 door di dos piloto di Servicio Aereo di Estados Unidos. E dos inventornan sin temor, bulando avionnan cu tabata falta e sensibilidad di e modelonan di avion di awendia, a haci contacto cu otro pa medio

ASAA Basketball League Underway; Seven Schools Vie

The Aruba School Athletic Association has set up its second annual basketball league to run from Jan. 14 through April 6. Games will be played every Friday at 4:15 and 5 p.m. at five courts.

They are Racing Club Aruba, Santa Cruz, Abraham de Veer School, the Lago Sport Park and Lago High School. Abraham de Veer, St. Augustinus College, Aruba Technical School, Juliana School, Lago High, St. Dominicus College and the Lago Vocational School will compete with junior, senior or both teams.

The league will be conducted in two rounds with the first round running through Feb. 18. St. Dominicus College took the Senior League title last year; Lago High School the Junior League.

di un pida hose cu ta parece un hose di awa cu un trek na dje y cu esaki nan a yena 25 galou di gasoline.

E metodo avanza y revolucionario di yena tanki di avion a cambia algun aspecto di viaje aereo hopi, particularmente den caso di avionnan di vuelo cortico, y poco capacidad di benzine. No ta necesario mas pa torno avionnan na pida pa embarca nan na un lugar fuera di nan alcance normal. Awor nan por worde bulá, yena den aire y hibá na nan destinacion completamente cla pa accion den algun ora evez di dianan. E movilidad aki tabata claramente muntrá durante henter e accion militar reciente den Oost.

Un grupo di Thunderjets F-84 a bula for di Japon, over di Indo-China, pa Bangkok, y Thailand den menos cu seis ora. Mientras esaki a worde haci door di yenamto cu benzine den aire, tal vuelo lo tabata imposible promer cu e invento di "station di benzine bulante."

Segun avionnan di jet y turbo-propulson dreinta servicio comercial den anjanan cu ta bini, industria di azeta lo tin tecniconan bon desarrollá desponibel pa yena aeroplano den vuelo pa duna servicio na avionnan durante vuelo. Experimento comercial den yenamto di avion durante vuelo pa di promer bez a worde haci door di Inglesnan na anja 1939, tempo cu avionnan di awa di British Imperial Airways tabata bula sin stop cruzando Atlantico.

E metodo nobo di stacion di gasoline bulante den hopi caso ta nifica un aumento den pedida pa industria petrolera. Mientras avionnan cu alcance cortico anteriormente tabata worde poni na pida-pida pa worde embarcá, awendia nan ta worde bulá y yena na camina na halturanan cu nan ta cruza. Lago cu ta refina benzine y gasolin pa avion yet ta involvi den e negocio di duna benzine y gasoline na avionnan. Anja 1955 ta promete di trece un aumento den pedida pa jet fuel pa industria petrolera. Demanda militar di Estados Unidos pa e anja aki ta worde sperá di aumenta considerablemente. Demanda mas cu anja pasá.

Tenemento di avion den vuelo ta yuda pa e aumento aki den gasolin pa aviacion. El ta elimina e limitacion cu un avion mester lamta cu bastante benzine pa completa su vuelo of mester bolbe na tera pa tuma mas benzine. E tecnico nobo lo permiti avion di futuro di lamta cu menos benzine y mas carga cu ta paga. Una vez e avionnan aki yega e elemento natural na haltura di cruza nan lo worde yena mientras nan ta bula. Nan alcance lo ta practicamente sin limite.

Track, Field Meets Dates Are Listed

The Aruba School Athletic Association has listed May 6 as the date of the association's third annual interscholastic track and field meet.

Teams from seven island schools are expected to compete in the meet which will be held at night at the Lago Sport Park.

Two other major track and field meets have been scheduled. They are the Lago High School Track Meet set for April 22 in Lone Palm Stadium and the Queen's Birthday Olympiad set for the night of April 30 at the sport park and sponsored by the Lago Sport Park Board.

Idioma No Ta Strobacion pa Personal di CYI

Ta haci poco diferencia na personal di oficina di Coin Your Ideas cual idea ta worde usá pa sumeti sugerencia. Y nan ta contento pa recibí nan asina.

Un di nan servicicionan ta un fase di plan di CYI pa haci sumision di ideanan mas facil posible pa tur empleadonan di Lago. Sea na Papiamento, Ingles, Spanjó, Holandes — of e idioma den cual e idea ta worde mehor expresá — personal di oficina di CYI lo procura pa e worde traduci y tratá na propio manera.

Actualmente Papiamento, Holandes y Spanjó ta worde traduci y prepará pa consideracion den planta door di Sra. Carmelita de Kort. Recientemente, Sra. de Kort a haci un bishita na tank farm unda el a combersa na Papiamento cu Teolindo Geerman, welder helper A, pa obtene informacion mas specifico tocante un sugerencia mandá aden door di Sr. Geerman. E informacion — cual Sr. Geerman tabata mehor prepará pa duna verbalmente — a worde notá door di Sra. De Kort. Na su mesa den oficina di CYI el a pone su notanan di idea di Sr. Geerman un formulario di CYI. E idea — cu asistencia di oficina di CYI — a worde haci completo. Su nificacion exacto manera e tabata traduci for di Papiamento pa Ingles for di original di e persona cu a mande'le aden y despues den combersacion a worde poni ariba un formulario di circulacion di CYI.

Sea cu ta idioma of expresion di idea, e grupo di CYI ta dispuesto pa yuda. Empleadonan cu tin ideanan cu nan ta sinti nan por expresa mehor den nan mes idioma por haci asina. Si presenta pregunta, contesta por worde consegui door di yama oficina di CYI.

Lago Giving New Service Emblem



ON JAN. 1 Lago instituted a new policy under which employees leaving the company with 15 or more years of service may receive an emblem to commemorate their total employment. Between 15 and 19 years the emblem bears only the number of years of service. For 20 or more years a diamond is inset in the emblem (as above.) Eligible are those who terminate for any reason except discharge, death or transfer.

JAN. 1 Lago a institui un poliza nobo segun cual empleadonan cu ta laga compania cu 15 of mas anja di servicio por recibí un emblema pa conmemora nan servicio total. Entre 15 y 19 anja e emblema ta muntra solamente e cantidad di anja di servicio. Pa 20 of mas anja un diamante ta montá den e emblema (manera ariba.) Eligible ta esnan cu termina pa cualkier motibo excepto kitamento, morto of transfer.

Fls. 500 Supplemental Tops November CYI'S

A supplemental award of Fls. 500 was the largest single amount of money handed out by the Coin Your Ideas committee during November. In all 33 employees shared Fls. 1425.

The Fls. 500 went to A. Jagrou, a Mechanical Department mechanic A who earlier received Fls. 200 for suggesting that the design of three pumps in the Transfer Pump House be changed. The committee said the supplemental award was made because adoption of the suggestion saved more money than had been expected.

- Other awards were:
- Accounting
 - D. M. Lau Fls. 25
 - Colony Service
 - O. C. Dellimore Fls. 20
 - Mechanical Administration
 - J. P. Halley Fls. 50
 - Mech. - Zones - Revise method of preparing lists of general inspections; Include safety slogans.
 - C. V. Thomson Fls. 20
 - Machinist
 - A. Jagrou Fls. 500
 - P. - LOF - Transfer pumphouse - change design of pumps No. 387, 394 & 395.
 - E. Carrilho Fls. 25
 - Yard
 - G. A. Meade Fls. 50
 - Mech. - Yard - provide special steps or ladder for entering and leaving strip tank during cleaning period.
 - V. Croes Fls. 30
 - Welding
 - R. Hazel Fls. 20
 - Electrical
 - M. Reyes Fls. 20
 - Garage & Transp.
 - A. Helligar Fls. 25
 - Process C&LE
 - C. K. Jardine Fls. 40
 - A. L. Lampkin Fls. 30
 - T. McDavid Fls. 25
 - C. K. Jardine Fls. 20
 - M. van Bochove Fls. 20
 - John Pereira Fls. 20
 - Cracking
 - M. de Cuba Fls. 40
 - A. de Nobriga Fls. 25
 - P. Robertson Fls. 25
 - M. Croes Fls. 25
 - J. Thomson Fls. 20
 - E. Trimon Fls. 20
 - A. Evertsz Fls. 20
 - LOF
 - H. V. Besselink Fls. 50
 - Mech. - Tel. Exchange - change



A. Lagrou

- phone Nos. 2576 & 2360 on extensions.
- H. V. Besselink Fls. 25
- C. F. Mapp 2 @ Fls. 25
- G. V. Roby Fls. 20
- Utilities
 - J. R. van Rite Fls. 25
- T.S.D. Engineering
 - W. C. Anderson Fls. 30
- Process
 - W. J. Butler Fls. 100
- Exec. - CYI - reproduce "Time" article for distribution as CYI advertising medium.
- Industrial Relations
 - F. Parris 2 @ Fls. 25



- December 22
 - MADURO, Teofilo - C&LE: A daughter, Lucia Roxanne
 - VAN DOORNISPEEK, Gerardus M. J. - Dutch Police: A son, Robert Marinus Jan
- December 23
 - LEMEN, Willem R. H. - Machinist: A daughter, Yvette Glenda
 - YURASHI, Bernard - TSD Lab 2: A son, Gregory Joseph
 - GERMAN, Agrippino - C&LE: A son, Demetrio Fabiano
- December 24
 - KOCK, Lermiet E. - Welding: A daughter BOEKHOUDT, Jose - Pipe: A son
- December 25
 - MADURO, Anselmo - Marine Wharves: A son
 - DELLIMORE, Mannah J. - Garage: A son, Leslie Howard
 - HERNANDEZ, Pablo G. - Marine Office: A daughter, Nilda Margarita
- December 26
 - MORSON, Edward A. - Garage: A son, Eustace Alfonso
- December 27
 - CROES, Angel F. - Instrument: A daughter, Yvonne Lia Filomena
- December 28
 - RIDDERSTAP, Francisco - Mason: A son KOCK, Francisco - Col. Muint.: A daughter, Juliana Josefina
 - KOOLMAN, Placido - Boiler: A son, Jose Maria
- December 29
 - DIRKSZ, Ricardo - Lab Nn. 1: A daughter, Theresa Canilda
 - MARSHALL, Arthur J. - C&LE: A daughter, Miriam Alberha
 - JOSEPH, John - Utilities: A daughter, Alice Louise
- December 30
 - MARTIJN, Antonio - Carpenter: A daughter, Marlijn Coromoto
 - BLENNAN, Granville - Metal Trades: A daughter, Marlyn Janet
 - ANDREW, Philustin - Welding: A daughter BILA, Joseph L. - TSD Lab, No. 3: A son, Horace August Lucien
 - PETROCH, Basilio - Lab. No. 1: A daughter, Eugenia Melania
 - LACLE, Servaço - Col. Opp.: A son, Eugenio Sabino
 - BISLIP, Hilario - Accounting: A daughter, Marie Lunnette Ursula
- December 31
 - LACLE, Francisco V. - Accounting: A daughter, Melany Juliana
 - VAN DER HULST, Gerardus - Lago Police: A son, Gerardus Johannes Petrus
 - RIDDERSTAP, Francisco - Yard: A son, Emiliann Serapio
- January 1
 - THOMPSON, Ossley - Garage: A son, James Ernesto McCeland
 - BLIJDEN, Derick M. - Pipe: A son, Laurence Alfredo
- January 2
 - FLANDERS, Bertin Th. - Garage: A daughter
- January 3
 - ALBERTUS, Namertn L. - Mech.: A daughter, Genoveva Eina
 - WALTERS, Johannes L. - Lago Police: A son, Carel Johannes
- January 4
 - SOLANO, Jose M. - Garage: A daughter, Magali Del Valle
- January 5
 - BROWN, Alfred E. - Commissary: A son CROES, Frans M. - LOF: A daughter CUFFY, Harold C. - Bus. & Ship: A daughter, Beverly Veronica
 - DONKER, Max J. L. - Welding: A daughter JANSEN, Nicolaas P. - Ind. Rel.: A son

Lago Sport Park Plans Island-Wide Football Tourny

The Lago Sport Park Board has invited 11 of Aruba's top football teams to compete in a knockout tournament at the sport park. Play is scheduled to get underway Jan. 17 in A and B leagues.

Invited to play in the A League are Aruba Juniors, Racing Club Aruba, Trappers, La Salle and Atomic. Invited to play in the B League are Hollandia, Bubali, La Fama, Jong Aruba, Dakota and RCA II. Though a schedule will not be drafted until the number of teams competing is determined, the games will be played at night.

CLASSIFIED ADVERTISEMENTS

(The Aruba Esso News will publish classified advertisements a maximum of two times free of charge for Lago Oil and Transport Co., Ltd., employees. Advertisements — in writing — must be delivered to the editor at least seven days before the anticipated publication date.)

FOR SALE: Five-room concrete house at 119 Lagoville, must sell immediately. Contact E. M. Cowie at this address or the Esso Dining Hall. House is in good condition and is reasonably priced.

FOR SALE: Marconiophone Console, 6-tubes with Garrard 3-speed pick-up, reluctance cartridge (G.E.) and pre-amplifier. Price Fls. 150.00, Contact D. Leid, phone 2669 or at Noord Cura Cabai No. 5.

FOR SALE: World famous Busch Press Camera, 2 1/2 x 3 1/4. Eklat lens in supermatic shutter with speed up to 1/100, built-in synchronization, groundglass, and scale focusing. View-Focus, rapid finder, nine-inch bellows for reproduction or table top. Kalart Master flash, filters, cut film holders, film pack adapter, cable release and, in addition, swinging, rising, tilting front. Contact A. del Isle, Storehouse, phones 3601, 3651.

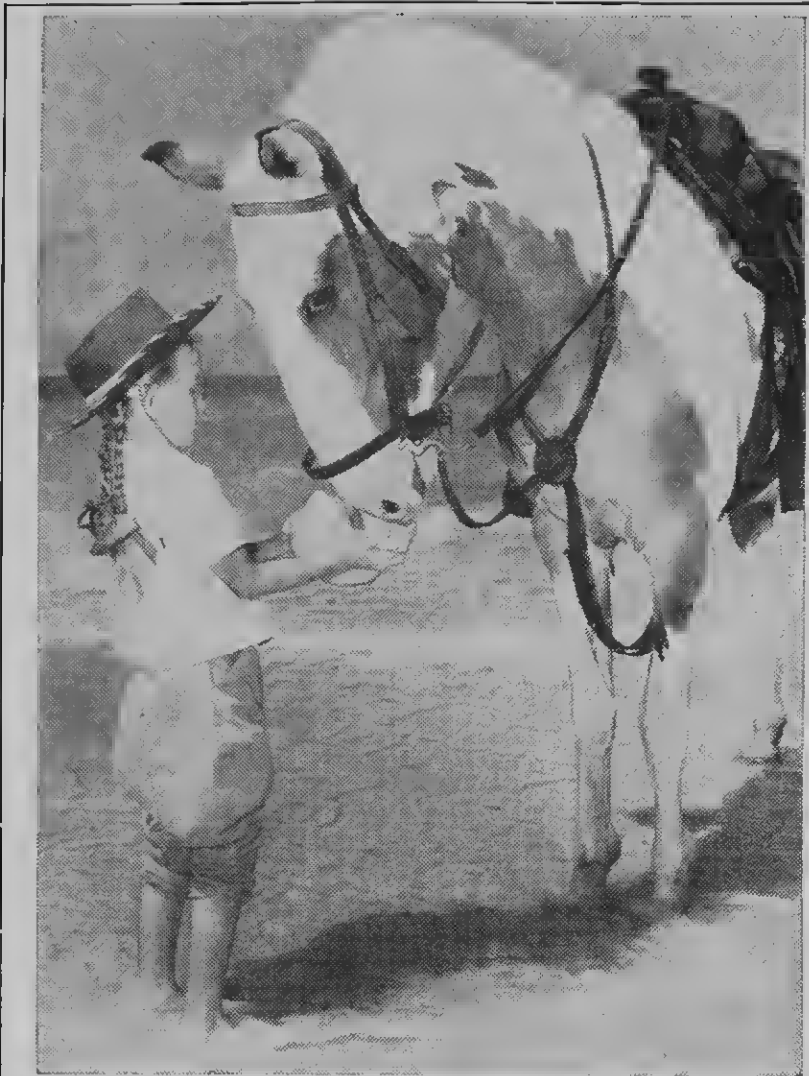
Flight Refueling Latest Air Innovation

(Continued from page 6)

plete its flight or must return to the ground to refuel. The new technique will permit aircraft of the future to take off with lighter fuel loads; heavier pay loads.

Once these planes reach the natural element at cruising altitude they will be refueled as they fly. Range will be virtually unlimited.

The BOYS and GIRLS PAGE



HORSES of today are man's companion and friend. Industrialization has eliminated the horse as a beast of burden in many parts of the world.

CABAINAN di awendia ta companjero y amigo di hende. Industrializacion a elimina cabai como un animal di carga den hopi parti di mundo.

Originally From Europe

Spaniards First To Bring Horses To New World

Many million years ago, a strange little horse lived in what is now western United States. Its size ranged from that of a cat to a fox. It had four toes on its front feet and three on its back feet. It walked on its padded toes instead of upon hooves as do our modern horses today.

This little horse was the Eohippus. Its fossil remains have been found in the Eocene earth stratas of western United States.

(Note: Eocene is a Greek word meaning "early recent." This refers to a period at the beginning of the fifth great geologic era. Geology is the science that examines the changes in the earth since the beginning of history.)

The only modern animals that lived during its time were some crustacea (crabs, etc.) and insect species.

From near the time of man's first arrival in the United States to the time of the Spanish conquest, there were no known horses in America. North American Indians walked wherever they went. Womenfolk carried the luggage, while the menfolk hunted. Then they trained dogs to draw luggage.

When the Spanish people came to America they brought both horses and donkeys, which multiplied fast and were taken by the Indians as well as the white pioneers.

It is estimated that at one time two million wild horses roamed the plains of the West. Some were of pure Arabian stock that had been brought to the New World and lost one way or another.

These wild horses of the West were called Mustangs. They were captured and bred up for cattle horses and

other domestic uses, and were crossed with imported breeds.

The western saddle horse played an important part in the romance and development of the West until mechanized civilization brought about its decline.

Wild horses were common in Europe during the Old Stone Age, when people used them for food. They were natives of dry, open plains, and with the increase of the forest, the horses seemed to die out.

Horses were first domesticated in the Bronze Age. In Babylonia the first horse appeared about 2000 B.C. and was introduced into Egypt by the shepherd kings from northeast of Syria. Previous to the 18th century oxen were used for actual work animals.

The most highly improved saddle horses today are the English Hunter, the Arabian, and the American Gaited. The Arabian is the most highly improved, though not the most ancient of Eastern breeds.

The American saddle horse as a distinct breed dates from the organization of the American Saddle Horse Breeders' Association in Louisville, Kentucky, in 1891. Of course there were saddle horses of a kind in America long before that.

Today, the saddle horse as man's companion and friend, and their dwindling bridleparks, are luxuries. What the future will hold for them, no one can say.

The only actual wild horse now in existence is the Prejalsky horse of western Mongolia, so named for an early Russian explorer. These horses live in small herds of from five to 15, each herd headed by an old stallion.

"Little Heroes Of The Trails"

Faithful Burro Helped Open West

About a mile from Highway 89 and seven miles from Prescott, Ariz., lies a rugged frontier spot which civilization has scarcely touched.

Completely hidden from the highway, a rambling little cabin with its rustic fence clings to a niche on the mountainside. Beside it is a blacksmith shop and forge, and a laboratory for testing ore. An array of tools were laid down side by side there about 10 years ago, when the old miner made his last trip down to the Prescott hospital.

From the front porch of the little cabin there is a breathtaking view of Central Arizona's ponderosa pine forest, mingled with junipers, oaks and strawberry cactus.

Down in the bottom of the canyon is the old well and the mine diggings. At the end of a long day of hard work, the old miner lugged his water up a steep, narrow trail to the cabin with its million-dollar view.

The only companions the old fellow had were the wild birds and little creatures of the forest, his two burros and his little dog.

The only road that led in from the highway was a rough, narrow footpath. Every tool, every piece of building material and furnishing, was brought in over that narrow trail on the backs of the burros.

The old miner's two burros and dog were his whole family. Together they made a living, and shared their mutual joys and disappointments.

Early Trail Blazer

Scattered all over the West are the remnants of hundreds of such little cabins with their old mines. Some of the settings are in forested areas. Others, in long stretches of the hot, dry desert. And scattered in lone desert places are bands of the burros. No longer needed by their human friends, they drifted back to the



ONCE an important means of transportation, the burro no longer is as important as he was when the Spaniards first brought the beast to the New World.

UN TEMPO un medio importante di transportacion, burico no ta e animal di carga mas cu el tabata tempo cu e Spañonan pa di promer bez a trece e bestia na e Mundo Nobo.

wilds, save for a very few that are still used occasionally for special purposes.

The burro was one of the important trail blazers of the West in the early days. Known by many names, the one that seems now to fit him best is "The Little Hero of the Trails." Both "Jack" and "Jenny" burros could climb steep mountain paths and carry heavy loads. They could travel over long, hot desert stretches with a minimum of water. Most anything that grew out of the ground they could eat and get by on. They were friendly animals to have around and most of their owners had a genuine affection for them.

Burro is the Spanish word for donkey. The early Spanish people

brought them over from the Old World. Up to that time there were no donkeys in America.

Replaced by Auto

Their original home was North Africa. For many centuries the Arabs bred them and sold them into other countries. They are natives of desert lands, and so have been able to survive on arid land.

From the time of the earliest settlers of the West, burros were important domestic animals. Then when the Model T Ford was invented, it began to replace them. The Model T could go very nearly every place the burros could by widening the road.

About 10 years or so ago the little long-eared trail blazer and his prospector friend made their last trek together.

Together the wild burros have posed a problem in some of our western national parks. They are "up on trial" for muddying the drinking places of the wild bighorn sheep. In some areas they are being exterminated.

There is a movement under way among their friends to try to persuade the National Parks and Monuments Department of the United States Government to establish a Burro National Monument — a desert home for them where they will not conflict with other interests. There, at least for the sake of history, their western specie will be protected and not become extinct. For it was in the wake of the trails blazed by the old timers and their burros, who first pioneered the West, that the later civilization was able to establish itself.

Spanjonan di Promer cu A Trece Cabai na Mundo Nobo

Hopi million di anja pasá, un cabai chikito y stranjo tabata biba den loke awor ta parti west di Estados Unidos. Su grandura tabata varia di grandura di un pushi te un zoro. El tabatin cuatro dede na su pianan adilanti y tres dede na su pianan di atras. El tabata camna ariba su dedenan cu casca duro envez di ariba patanan manera nos cabainan moderno ta camna ariba.

E cabai chikito aki tabata e Eohippus. Su resto den forma di fosilo a worde descubri den e formacion Eoceno bao tera den parti west di Estados Unidos.

E unico animalnan moderno cu a biba durante su tempo tabata algun di e sortonan di cangreuw, etc. y di insecto.

For di casi e tempo cu pa di promer vez hende a yega na Estados Unidos te e tempo di conquista Español, no tabatin cabainan conoci na Amerika. Indiannan di America del Norte tabata camna na pia unda nan bai. Muhernan tabata carga equipaje, mientras hombernan tabata jaag. Despues nan a train cachornan pa lastra equipaje.

Tempo cu hende di España a bini na Amerika nan a trece cabai y burico cu a multiplica rapidamente y cu a worde usá door di Indiannan y e exploradornan blanco.

Ta worde calculá cu na un tempo tabatin dos millon di cabai di mondi tabata biba den e llano di West. Algun tabata di raza puro di Arabia cu a worde treci for di e Mundo Nobo y cu a worde perdi di un manera di otro.

E cabainan di mondi di West tabata worde captuá y criá como cabai di erianza y pa otro uso domestico y nan raza tabata worde cruzá cu otra raza importá.

Cabai di mondi tabata conoci na

Europa durante e Epoca Bieuw di Piedra, tempo cu hende tabata usa nan pa come. Nan tabata biba den llanonan grandi y seco y segun mondanin di palo a aumenta, e cabainan a parece di a caba completo.

Cabai pa di promer bez a worde usá como bestia domestico den Epoca di Brons. Na Babilonia e promer cabai a aparece como 2000 anja promer cu Cristo y a worde introduci na Egipto door di e reynan di wardadornan for di noord-oost di Siria. Promer cu Siglo 18, bucy tabata worde usá como bestia di trabao.

Awendia e cabainan di monta mas adelantá ta e Cazador Ingles, cabai di Arabia, y e cabai di paso Americano. E cabai di Arabia ta e cabai mas adelantá, pero no e di mas bieuw for di razanán di Oost.

E cabai di monta Americano como un raza distinto ta conoci for di tempo di e organizacion di e Asociacion di Criadornan di Cabainan di Monta Americano na Louisville, Kentucky, na anja 1891. Naturalmente, tabatin otro cabainan di monta di un raza of otro na America hopi promer di e anja ey.

Awendia e cabai di monta, como companjero y amigo di hende, y nan camina di corre cu ta bira menos, ta cusuan di luho. Ningun hende por bisa kiko futuro lo tin pa nan.

E unico cabai di mondi cu awor ta na existencia ta e cabai Prejalsky di West di Mongolia, cu a worde ya-

BG Youth Seeks Aruba Pen Pals

An 18-year-old British Guiana youth, whose hobbies are cricket, cycling, collecting view cards and stamps, would like to correspond with people in Aruba between 16 and 18 years of age.

In a letter to the editor of the Aruba Ezzo News, Arthur Fenty said, "I would very much like to have pen pals from Aruba."

"My name is Arthur Fenty and I am 18 years of age. My hobbies are cricket, cycling, collecting view cards and stamps. I would like to correspond in English."

His address is McDoom Village, East Bank, Demerara, British Guiana.

má asina door di un explorador antiguo di Rusia. E cabainan aki ta biba den grupo chikito di cinco te 15, y cada grupo tin un cabai macho na cabez di cada grupo.